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ONE HUNDRED FIFTEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
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WASHINGTON, DC 20515-6115
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March 6, 2017

Mr. Joseph Okpaku
Vice President of Public Policy
Lyft
185 Berry Street
San Francisco, CA 94107

Dear Mr. Okpaku,

Thank you for appearing before the Subcommittee on Digital Commerce and Consumer Protection hearing entitled "Self-Driving Cars: Road to Deployment."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Monday March 20, 2017. Your responses should be mailed to Giulia Giannangeli, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to Giulia.Giannangeli@mail.house.gov.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



Robert E. Latta
Chairman
Subcommittee on Digital Commerce
and Consumer Protection

cc: Jan Schakowsky, Ranking Member, Subcommittee on Digital Commerce and Consumer Protection
Attachment

Additional Questions for the Record

The Honorable Brett Guthrie

1. What does Lyft see as the appropriate role for the federal government and the states in the testing and deployment of self-driving cars?
2. How do you see the testing and deployment of self-driving cars occurring among the public over the next 10 to 20 years? Do you think it will be through privately owned vehicles?

The Honorable Tony Cardenas

1. California has been a pioneer and leader in technology for many years. More recently, Southern California and Los Angeles have been home to rapid growth in an exciting technology industry. Of course, as policymakers, part of our jobs is to make sure that our laws don't fall too far behind. It's definitely easier said than done. Given that, I am encouraged by the conversation, and hope that we can continue to explore this in a bipartisan way, with the collaboration of industry.
 - a. We know you're concerned with a situation in which 50 states develop 50 different ways of addressing autonomous vehicles. When exploring the development of a federal standard, what within the California standards developed over the past few years has worked well? How has California being at the forefront contributed to AV development?
2. As technologies evolve, our workforce also evolves. I've heard some really interesting ideas from companies about how they're thinking about addressing this issue when it comes to our workers.
 - a. Has Lyft studied the possible effects of mass deployment of autonomous vehicles on transportation jobs? If so, are there any initiatives that are being developed to ensure our workforce doesn't get left behind?

The Honorable Jan Schakowsky

1. There has been discussion of level 4 AVs being rolled out as ridesharing fleets before being sold to individuals. How does Lyft plan to educate ridesharing passengers on what to do should a problem occur with those vehicles?